

NEWS

News Blurbs Now! (NBN)

AccuMED Innovative Technologies is searching for a Quality Engineer with soft good manufacturing experience for their Buffalo location to develop and implement systems/processes for supplier management in compliance with multiple quality regulations.

Kraftwerk's has an open position for a sales/engineer. They are a locally owned storage materials handling design installation firm headquartered in Buffalo.

JF Automation USA (JF) just completed the successful retrofit of a Siemens CNC system on an older vintage Horizontal Boring mill with a 24 foot bed. Metal Locking Service Inc (MLS) saw a major growth opportunity for their business if they could upgrade a 1980's era Cincinnati Gilbert Horizontal Boring Mill. MLS provides customers worldwide with a precise, mechanical method of making repairs to broken castings and machine parts, like locomotive engine blocks. The company, founded in 1942 in Buffalo NY also offers custom machine shop services. MLS contracted with local industrial system integrator JF. Previous work with JF proved they had the expertise and personnel to upgrade the electrical control system from an old style relay system into a modern (Computer Numerical Control) CNC System. JF has broad industrial experience, but specializes in Siemens CNCs, programmable controllers, and servo drives/controls. Their engineers have designed, installed, upgraded, and commissioned hundreds of machine control systems over the past quarter century, and the local office could call on branch offices in Canada and China if required.



Picone Construction has completed the replacement of Kenmore Mercy Hospital's cooling towers located at 2950 Elmwood Ave., Kenmore NY. The project consisted of demolition and replacement of existing cooling towers with three new cooling towers. Installed



on a new structural steel framing system over existing concrete piers. Work also included all rework and extension of existing mechanical, electrical and plumbing systems as required for installation of the cooling tower units as well as demolition, removal and replacement of existing support steel and maintenance platform. This was an owner occupied site during all phases of construction. The architect for this project was Kideney Architects, PC.



Picone Construction Corp. continues work on renovations to The Parish Commons located at 656 Elmwood Avenue, Buffalo New York. Renovations included minor demolition, carpentry, drywall, insulation, painting, wood framing, and installation of wood flooring and new stairs.

Picone Construction Corp. has begun interior renovations to the Leonardo Da Vinci High School located at 320 Porter Avenue, Buffalo New York. Improvements to Madonna Hall and Koessler Administration Building include demolition and abatement, carpentry, millwork, doors and frames, hardware, drywall, painting, vinyl composition tile, carpet, electric, restroom accessories, and new lockers.

Joe Lowry, President of RJR Engineering, completed the Entrepreneurship Bootcamp for Veterans with Disabilities (EBV) at Louisiana State University in March. The intensive program packed an MBA-type curriculum into a 6 week long online course followed by an eight day residency program which provided instruction in entrepreneurship, small business ownership, and other topics. In order to participate, Joe had to be approved through a rigorous application process. Joe says that he made many important connections and learned a lot during his time at LSU, and is grateful to have had the opportunity to be one of the 19 participants who completed the 2014 program.

We need your news blurbs NOW! We want to know about your recent projects, awards, hires, promotions, patents, new products, partnerships, open houses, tours, and anything else you'd like to share. Send your noteworthy news to ESB1894@gmail.com.

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PRESIDENT'S MESSAGE



It was a long hard winter. But May is here and that means its RACE SEASON!! It's a time when we forget how darn cold it was and when it last snowed (April 15), get on the old running shoes, and put in a couple miles. The Engineering Society of Buffalo is involved in a few running events here in Buffalo.

The first is the Buffalo Marathon on Sunday May 25th. ESB takes care of a water stop on the marathon course at mile 15. The exact location is Linwood Ave just north of West Utica Street in the Historic District. The water stop is headed up by Steve SanFilippo (ESB Past President 2010-11) who can be reached at stmsan@roadrunner.com or 685-4191, Pat Conway (ESB Past President 1993-94), and some of the other guys who are a driving force in the society.

Volunteering for the water stop is the sort of thing you do once and wonder why you never did it before. The runners come in the shoot after running 15 miles and are all grateful for the people who gave up their time to man a water station from 7 to 1045am and hand out

cups of water.

The other great event that the society is involved in is its very own race, The Engineering Society of Buffalo Scholarship Run. The race is in the planning stages and a lot of work is being done to make sure that we hold it up to John Beishline's standards. After all, the race is in memory of John this year, the co-founder. The race is scheduled to be on Wednesday July 23 and we have already had interest from runners about it. This year we are implementing new changes to the race planning. We are sending out a new race flyer, a 4x6 color post card with more focus on web based registration. There are new perks and benefits to the sponsorship levels. We are redesigning the t-shirt and will most likely be back to a 5k instead of the four mile course too.

The running season in Buffalo is about to get underway and it's shaping up to be an epic year.

Matthew J Plizga PE
ESB President

"It is easy to sit up and take notice. What is difficult is getting up and taking action."

- Al Batt

American writer



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CALENDAR OF EVENTS

05-05-14	6pm	Ways and Means Meeting	100 Lee St, Buffalo (Heritage Discovery Center)
05-05-14	7pm	Directors Meeting	100 Lee St, Buffalo (Heritage Discovery Center)
05-10-14		National Train Day	
05-25-14	7-11am	Buffalo Marathon Water Stop Volunteer	Linwood Ave and West Utica, Buffalo
06-01-14		ESB Scholarship Applications Due	
06-07-14	6pm	Ways and Means Meeting	2555 Walden Ave, Buffalo (Wendt Corp)
06-07-14	7pm	Directors Meeting	2555 Walden Ave, Buffalo (Wendt Corp)
07-23-14		ESB Annual Scholarship Run	NFTA Small Boat Harbor
08-05-14		ESB/BEAM Golf Tournament	

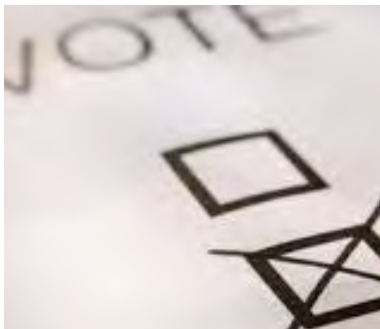


ESB EVENTS

Election Postponed

We can't have an election without candidates. Usually, the May edition includes introductions to election candidates. Election bios are missing from this edition of the newsletter, not because they weren't wanted, but because no one who would like to be a candidate has sent one. This is the second year that this has occurred. The board will be discussing how to proceed at the May 5th meeting. If you have any suggestions, please attend! And if you would like to run to be a member of

the board, attending the May meeting is a great way to meet the current board members and garner a few votes.



Being a member of the board of directors allows you to help the community and other ESB members, to learn how to work well with others, and gives you the opportunity to gain leadership skills. Join us in taking The Engineering Society of Buffalo to the next level! Email ESB1894@gmail.com if interested!

Junk Warriors Strike Again

On April 12th at 10am on a wonderful Saturday morning, the Junk Warriors Struck Again!

ESB has adopted a highway for quite some time now. Our stretch is located along Colvin Boulevard in



Tonawanda from Brighton Road to Kenmore Avenue. In organizing the office, records have been found that we have been cleaning up this stretch of road since at least 1999. We have a sign at each end promoting ESB. Next time you pass by one of the signs, point it out to your fellow carmates-family or friends!

This spring's junk warriors were David Baker (left), Robin Closs, Norm Hirschey (right), Henry Plizga, Matthew Plizga, Steve SanFilippo (mid right), and Marco Scofidio (mid left). Each person received a Tim Horton's gift card courtesy of current President Matt Plizga for their efforts in helping serve the Niagara region.

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TECHNICAL ARTICLE

A Day In A Life Of A Passive Business Owner

By Josh Patrick

One of the very best things you can do to improve the value of your business is to make yourself operationally irrelevant in your business. I call this making yourself into a passive owner. It doesn't mean that you don't care. It means that you let others take care of the day-to-day operations of your business. You don't have to be the first one in anymore. That's right; you don't have to be the first one in. You also don't have to be the last one to leave at night. You've learned the art of delegation with authority. You have team members who open the shop and close at the end of the day. Your days of doing work that requires your presence are now over. Do you still open and close? Have you been running your business for twenty years or more? If so, find a way to stop and let your managers take over.

Customer services calls aren't your problem. Remember all of those customer service calls that you fielded. Those are also done. Now you only visit with customers when you want. Not when someone calls on the phone. If there is a customer service problem you've trained key people to handle these calls for you. In fact, if you take these calls, both your employees and customers just might get upset. After all you no longer know what the correct protocols are for solving problems customers are.

To get to this point you're going to need to develop systems. Not only will you have to develop system, you'll have to write those systems down so others can use them.

You might work on marketing...rarely will you work on sales. You spend your work time only working on strategic issues. That means you might help develop strategies for bringing new business in. You might even think about opening a new division. You won't be spending time on making sales calls except to the largest and most important customers you have. When you do visit a customer it's to make sure your company continues to provide high quality products and services. You want to make sure your people are keeping the promises your company makes to its customers. You don't want to be the person who makes and monitors the promises your company makes....In other words you are now out of the selling business. You have others who do that for you.

You get to focus only on the things you're really good at. When you've become a passive owner there is nothing that you have to

do....Well, almost nothing anyway. You'll get to focus on what you're really good at and not what has to be done. All of the day-to-day activities in your business are being handled by people who are probably better at them than you ever were. You get to focus on only a very few things that you're really good at. All of these items will really help make your company more successful. None of them will be operational.

You don't even have to come in the office. If you want to come in the office, feel free doing so. Remember that you don't have to come in. The work that you do is no longer dependent on you being in any particular place at any particular time. You can come and go as you please. That's because the work you're doing is not dependent on timing or location.

You really only have two jobs and they don't require you spend a lot of time. You do still have two jobs. Both of these jobs are really important. The first is you make sure that your company is providing products and services that your customers want to buy. The second is making sure your company is getting an adequate return on investments. If either of these is out of whack, you don't jump back in. You call your senior managers together, let them know there are issues and expect them to solve the problems. If they don't then you'll have to make changes. That's the tough part, knowing when and if a change is needed.

If you successfully become a passive owner two things will happen. First, your business makes more money. Second, you have options with what you want to do with your business as you age. How does this sound to you? Before you can become a passive owner you need to create significant and lasting value in your business. We have a survey that will help you identify areas to work on.

Josh Patrick is a founding partner at Stage 2 Planning Partners. His specialty is helping private business owners create personal and business value. He blogs four times a week at www.stage2planning.com/blog and is a contributor to the New York Times You're the Boss blog at <http://boss.blogs.nytimes.com/author/josh-patrick/>.

??? BIRTHDAYS



Joseph M Lowry III PE

Wayne R Notto

Don McMahon PE

William F Haag Jr

William Taylor Jr

Thomas Hanshar

James S Blocho

Dick Lebert

Charles J Cole

John J Zito

Stanley J Blas

Jamie Wasielewski

Dennis Kessler



STUDENT INFO

Bike Share Program Ready to Roll

By David J Hill

Starting this spring, you won't need to BYOB - bring your own bicycle, that is - to UB. The Office of Sustainability has been working with the Office of Parking and Transportation Services, Buffalo BikeShare and a New York-based company to launch a beta test of an innovative new bicycle-sharing program.

BikeShare at UB harnesses GPS technology, allowing users to track and rent a bicycle with the convenience of a mobile device or computer during the beta test phase. Bicycles also can be rented from the keypad interface on the bicycle. The idea is to give people a healthy, green option for short trips around campus, with the goal of promoting better health and reducing the amount of vehicular traffic, especially for intra-campus jaunts. UB is the first university in the country to work with this new GPS technology to launch a bicycle-sharing program.

"While our new bike-sharing program blends technology and sustainability in an innovate and pioneering way for higher education, it also demonstrates how the university can partner and integrate with our broader community, as well as leverage our student and faculty research to create solutions that move us toward a sustainable future," says Ryan McPherson, UB's chief sustainability officer. An undergraduate planning studio helped develop an early "Radial Bikes" plan, demonstrating the need for a new and innovative bicycle-sharing program for the city and the university. "We are thrilled to launch BikeShare at UB. This healthy and green initiative adds to the array of transit alternatives on campus," adds Maria Wallace, UB's director of parking and transportation services. "There has been tremendous growth in bicycling, evident by the number of bicycles seen throughout campus."

Using the Buffalo BikeShare site, a user can locate and reserve the nearest bicycle, and then has 15 minutes to get to and unlock the bike by typing in the PIN code provided. Once the bike is unlocked, the rider places the U-lock in the holster on the bike and has free use for the first hour. Each subsequent hour costs \$3, with a maximum reservation of 24 hours. In order to use BikeShare, faculty, staff and students must pay an annual fee of \$30, payable only by credit card. For the beta phase, the fee is reduced to a flat fee of \$10.

To return the bike and complete the transaction, the user simply returns it to one of the BikeShare bicycle racks on the North or South campus and locks it up using the lock provided. Other users can then

see that the bicycle is available and can go to that particular hub and rent it. Riders can lock the bike up when they reach their destination and unlock it using the same PIN code. The code will reset when the transaction is completed. Riders who stray out of the designated area or return the bike to a BikeShare rack that's out of the coverage zone are subject to penalty fees.

Jim Simon, the sustainability engagement coordinator at UB, offers this example of the program's usefulness: "Say you have to go from the Natural Sciences Complex to Alumni Arena. You can go online to see that there's a bike at Talbert, you type in a pin code on the bike, it unlocks and you're on your way." On the South Campus, users could check out a bicycle at a hub at Hayes Hall and zip over to Harriman Hall for a bite to eat.

A sister program is being tested on the Buffalo Niagara Medical Campus under the direction of Buffalo BikeShare. "The staff there really makes a conscious effort to support innovation. The campus has quickly become a laboratory for transportation models in a way that really has no equal, at least in the U.S.," says Buffalo BikeShare's Creighton Randall.

The bicycles are standard cruiser bikes with an internal drive shaft - to decrease the number of times that a rider's pants or socks get grease on them - with a metal basket on the front. If, during your trip, you get a flat tire or experience some type of mechanical issue, simply press the "Repair" button on the keypad. That will alert the BikeShare maintenance staff that there's a problem with the bike and a staff member will come fix it.

Each bike comes equipped with a solar-powered, GPS-enabled keypad system affixed at the back. Aside from allowing users to find out where the nearest available bicycle is, the GPS system on each bike will be of great use to UB's parking and transportation office. "These GPS-enabled bikes will provide rich data for future decisions on routing, racks and hubs as we continue to build upon our bicycling network," says Wallace.

That network already has drawn national praise. In fall 2012, the League of American Bicyclists designated UB a "Bicycle Friendly University" at the bronze level for its strong commitment to cycling.

For more information or to sign up, visit <http://www.buffalo.edu/sustainability/working-green/bicycle-sharing.html>

Local/Online PDH Opportunities

For additional information regarding these opportunities, contact our office at ESB1894@gmail.com or 716-873-4455. Discounts for some pricing are available for certain society members, small companies, etc. And if you have information regarding future PDH opportunities that may be of interest to our members, please forward them to our office for inclusion in the newsletter and on our website at www.tesb.org.

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Disaster Response - A New Career Perspective

By Jonathan Kolber PE

After working for just over two decades as a geotechnical/materials civil engineer at the U.S. Army Corps of Engineers, Buffalo District, following three formative years as a structural/bridge engineer with Erie County Highways Engineering, it was time for a change in my job focus. Younger engineers were carrying the technical workload on a regular basis, using their advanced computing skills. I was losing interest in my current workload. Retirement was at least another 8-10 years away. Fewer projects were being designed and constructed.

My long-time coworker, Bob Remmers, was one of the first Buffalo District engineers to get involved in disaster response. Bob deployed in 1989 to help assess the aftermath of the Los Gatos earthquake in northern California as one of the "Dirty Dozen" who made up the Buffalo District contingent. In the early 1990's he became a charter member of the Corps national Urban Search and Rescue Team, which is now known as the Structural Safety Cadre (Bob remains a member today). He also became the Training Officer for the Buffalo District Structural Safety Assessment Planning and Response Team, one of four in the Corps and the only one east of the Mississippi River. The purpose of this team, which was formed sometime in the mid 1990's, is to have a team of qualified and trained personnel ready to deploy to a natural disaster to manage inspections of damage to structures. In the late 1990's, Bob invited me to consider joining this team, which was still fairly new and needed more members. Disasters did not hold much interest for me in the past, but with my four kids no longer in diapers and looking for something new to do in my job, I put my name into the hat. I was selected to be an Inspection Team Leader in 1999.

It did not take long to be sent along with other Buffalo District PRT Team members to spend a week in Anchorage, Alaska in August 2000 to perform biannual training with others from the three other Corps teams (Anchorage, Sacramento and Seattle). The justification for this training trip was to assist the City of Anchorage in developing its HAZUS database for earthquake planning by structural characterization of a number of public buildings in the City of Anchorage, measuring their dimensions and describing their design and construction. This was followed two years later by another training workshop in Seattle, WA, where we viewed recent earthquake damage to a downtown theater. It was also my first opportunity to meet Mark Wingate, from South Pacific Division in San Francisco, who was in charge of the four national SSA-PRT teams and today is the SPD Disaster Program Manager.

Having these two training experiences under my belt, I started to get some experience by deploying to several disasters which occurred into the middle 2000's. In 2004, I traveled with three of my Buffalo SSA-PRT teammates to assess structural damage to buildings in two counties in southern West Virginia which were impacted by flooding. This was a short mission, less than a week, which mobilized the Buffalo PRT and involved us on a real FEMA field mission.

I followed this mission by volunteering for two hurricane response missions. The first, in 2004, was to work on a Corps of Engineers Blue Roof mission in east central Florida after Hurricane Frances tore through the area (and which was followed by Hurricane Jeanne, which came through while we were deployed). Our base was at Disney World in Orlando. Our work was in Indian

Continued on page 9

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Continued from page 8

River County, Florida, mostly in the City of Sebastian. The Blue Roof mission, which is another Corps PRT function, involves temporary repairs to homes damaged by windstorms which helps to keep them waterproof until permanent repairs can be done. This lasted just over a month. In January 2005, I volunteered for a Debris PRT mission to Jackson, Alabama, where I spent three weeks monitoring debris removal by a contractor following Hurricane Ivan.

Hurricanes Katrina and Rita ravaged Louisiana in the late summer of 2005. The scale of destruction from these storms was sufficient to warrant deployment of the Buffalo District SSA-PRT Team to the City of New Orleans in September. The first team managed structural inspections in New Orleans which were performed by others. I deployed in November 2005 with the second group and spent a month doing inspections of structures in two Louisiana parishes, Plaquemines, southeast of New Orleans, and Cameron, in the southwestern corner of the state.

For the most part, these inspections did not require much scrutiny, as the damage was severe in these hard-hit coastal areas. Unlike the work in New Orleans, we did our own inspections here, using paper forms on clipboards – very simple, customized for each parish's special needs. The parishes needed the inspections done before they could apply for FEMA funding. After returning home over the Christmas holidays, we returned to do similar inspections in two other parishes which were less affected, Vermilion and Calcasieu. That also took about a month. This proved to be a very meaningful experience which was also the only time the SSA-PRT team was actually deployed to the field. This also gave me a chance to work for my future Corps supervisor, Shanon Chader, who was the mission manager on the Vermilion and Calcasieu Parish assignments.

After the Louisiana deployments, I decided the time was right to resign as a member of the Buffalo team in April 2006. The future mission of the team

was towards managing, not performing, inspections. Also, I was not happy with some things that happened to me while deployed. I decided to make room for other, younger staff that did not have the opportunities I enjoyed and represented the future for our team. I thought I might be done with my new career in disaster response.

Just a few weeks earlier, the Ka Lo Ko Dam failed on the Hawaiian Island of Kauai, killing eight people. A call went out through the Corps geotechnical community for volunteers to deploy to Hawaii to inspect the entire state inventory of dams located on all the major islands. Despite having little actual experience with dams, as well as knowing how popular it was to be sent to Hawaii to work, I applied for this special mission, along with a long list of geotechnical engineers from around the Corps. It only took a few days for my name to rise from "no chance" to first alternate to "Aloha." This mission, which took a week and a half in May 2006, involved the inspection of various earth dams on Maui. I was one of a team of about eight geotechs from around the Corps who inspected over 100 dams accompanied by counterparts from other federal and state agencies. Under the direction of the Honolulu District Project Manager, Derek Chow, our inspection reports became the current records for the entire state dam inventory.

In October 2006, a strong earthquake occurred just northwest of the Island of Hawaii. A second Hawaii dam inspection deployment was authorized. Again, geotechnical engineers from around the Corps were sent to Hawaii to reinspect the entire state inventory of dams, again led by Derek Chow. I was fortunate to get a second opportunity, this time inspecting dams on the Big Island as well as Oahu with another Corps geotechnical engineer and geologist. Significant damage was observed at two water supply reservoirs on the north end of the Big Island due to the earthquake, otherwise there was not much else. Again, our inspection reports were used to update the state records. This second mission also lasted about

Continued on page 10




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Continued from page 9

about a week and a half.

In 2007, I made a number of trips to Louisiana to evaluate and document the condition of floodwalls which were impacted by Hurricane Katrina. While this work came through my regular position as a geotechnical engineer and did not constitute additional deployments, it was related to my previous experience. New Orleans District funded these trips, as well as my involvement on a Value Engineering study to evaluate methods to armor levees, to get the inspection work done without committing their own staff which was busy designing and constructing their upgraded flood protection projects.

Opportunities arose to speak about my disaster response experiences, mainly at biannual National Corps of Engineers Infrastructure conferences. My focus shifted from deploying to disasters to speaking about them at conferences as well as for training others. I even presented several PDH talks at the Buffalo District on related disaster subjects, including earthquakes and extreme winds.

The string of major natural disasters that happened in the mid 2000's waned, so there were no corresponding disaster response missions. However in 2009, Mark Wingate provided an opportunity to provide natural disaster response training to the Naval Facilities Command. Using training modules developed by two consultants, we were sent out to various naval facilities to provide one day training to NAVFAC staff on an international basis. After observing a kickoff training class at Jacksonville Naval Air Station, I had the opportunity to instruct classes in Guam as well as Seattle, WA. Others taught at naval bases in Japan, Italy, and across the United States. This was a one-time opportunity which ended in 2009.

In the fall of 2009, Mark Wingate reached an understanding with the United States Army to provide one day training in disaster response to the Army

Captains Class at Ft. Leonard Wood, Missouri on a quarterly basis. He selected me to be the lead Corps trainer, paired up with an instructor from the State of Missouri SAVE Coalition, which has responsibility for natural disaster training and response in that state. My presentation, which included past experiences in disaster response from a Corps perspective, took most of the morning, while the Missouri instructor presented structural engineering modules. My presentation was modified to reflect recent disaster response material, especially the 2010 Haiti earthquake. This program continued every three months into December 2011, a total of 10 classes involving over 700 Captains trained.

I retired from the Corps of Engineers at the end of 2011. The Ft. Leonard Wood training program was discontinued at the same time. It appeared that my second career in disaster response had ended. However, I received two short duration training missions in 2012, both to Sacramento, CA again thanks to Mark Wingate. The first was to make a presentation to the SSA-PRT training workshop on the Ft. Leonard Wood training program. The second was to take the State of California Safety Assessment Program one day certification class, which makes me eligible to teach this class to inspectors in the event of a natural disaster for five years, as a volunteer. Both of these trips were made as a rehired Corps annuitant.

Most recently, I was deployed in January to February, 2014 to support a FEMA recovery mission in Colorado to survey and document damage from the 2013 Colorado floods, again as a rehired Corps annuitant. That will be the subject of an upcoming article in the ESB newsletter. My intent in this article is to show how my career as a professional engineer took a new course over a 15 year period which was unexpected and rewarding. There was a lot of luck involved, but this would not have been possible without the help of some great friends who gave me these wonderful opportunities.



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MEETING MINUTES

Attendees: Officers: Closs, Plizga, Samol, Scofidio
Board Members: Masse, Mooney, Owens, Papaj, Wach
Members: SanFilippo

Call to Order: President Matt Plizga called the meeting to order at 6:13pm

Minutes: The minutes of March were reviewed and approved

Committee Reports

Advertising: Don Owens stated that ESB is losing two existing but getting 1 new Advertiser. A net loss of 1.

Audit: No report

Bowling: Jeff Mooney spoke that St Patty shoot went well on March 25 despite the snow. 19 prizes were given out. April 16 is the last bowling night for this season. The Banquet is April 25. A new contract is close to signing for 2014-2015 season. 18-20 teams are expected.

Bylaws: No report

Education: No report

Endowment: No report

Entertainment: Adopt a highway Sat April 12 at 10am at Colvin & Brighton. May 25 Buffalo Marathon water stop volunteers needed. Election info tabled until next meeting as no candidates have been found.

Fundraising: No report

Golf: No report

Historian: No report

Media: Marco Scofidio reported the website updates are going well.

Newsletter: No report

Nominating: Ron Papaj stated that it has been difficult getting candidates. Would like election info to go into newsletter in Jan for future years. Election for May will be put on hold unless candidates biography info is received by April 15 for inclusion in newsletter.

Scholarship: No report

Scholarship Run: Shirt prices are coming in. There will be a committee meeting soon. Volunteers for the event are needed.

Sunshine: No report

Adjournment: The meeting adjourned at 6:36pm

Next Meeting: Monday May 5, 2014 - Heritage Discovery Center (Railroad Museum) 100 Lee Street, Buffalo NY

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ASCE National Concrete Canoe

Why build a canoe out of concrete? It's in our sidewalks, the foundations of our homes and in buildings, bridges, roads and dams around the world. While concrete has become the most widely used building material in the world, it remains a mystery to many. However, the use of concrete in floating vessels is not new. In fact, the history of concrete boat building dates back to 1848, when Joseph Louis Lambot built thin-walled reinforced concrete boats for use at his estate in Miraval, France. Concrete was also used to build barges during World War II to replace scarce steel supplies.

The ASCE National Concrete Canoe Competition (NCCC) was designed to provide civil engineering students an opportunity to gain hands-on, practical experience and leadership skills by working with concrete mix designs and project management. Organizers, sponsors and participants are dedicated to building awareness of concrete technology and application, as well as the versatility and durability of concrete as a construction material, among civil engineering students, educators, practitioners, the concrete industry and the general public. They also strive to increase awareness among industry leaders, opinion makers and the general public of civil engineering as a dynamic and innovative profession essential to society. In its 24-year history, the National Concrete Canoe Competition has challenged the knowledge, creativity and stamina of more than 480 teams and 6000 students. In 2010, more than 160 teams competed in 18 conference competitions to qualify for participation at the national level.

Each year the competition, which is held in mid-June, travels to a different school's ASCE student organization. Teams qualify for the NCCC by placing first in one of the 18 conference competitions held throughout the United States during the spring. Teams placing second

in a conference competition behind a university that finished in the top five at the previous year's national competition are also invited.

The competition began in the United States in the 1960s. Over the years, the students' efforts to combine engineering excellence and hydrodynamic design to construct water-worthy canoes have culminated in an advanced form of concrete construction and racing technique known as the "America's Cup of Civil Engineering."

In 1988, ASCE expanded the competition to the national level, when Master Builders, Inc. signed-on to become the sole corporate sponsor for the event. Over the next two decades, the competition became a great success, with regional winners traveling across the country by plane, train and Ryder truck, canoes in tow, in their quest to become National Concrete Canoe Competition champions.

Today, concrete canoe racing happens around the world in places like Germany, South Africa, Canada, Japan and the United Arab Emirates; and with sponsorship from ASCE and the American Concrete Institute (ACI), the 2007 National Concrete Canoe Competition winning team, University of Wisconsin - Madison, travelled to the Netherlands to represent the United States in the 30th Annual Dutch Concrete Canoe Challenge.

The deadline to register for the competition is May 16 and it costs \$300 which includes on campus housing for four nights, a t-shirt, an event program, and eight meals. That sounds like a pretty cheap vacation!

(Most information taken from www.asce.org/concretecanoe)



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Tulips 101: Operation Spring

By Tara Pfarner

In the spring following the move to a new home, I was delighted to find tulips coming up after the ground thawed. I waited in anticipation for them to bloom, as my gardening skills are less than adequate. The half dozen or so plants never made it to more than a few inches tall, producing only the tell-tale tulip leaves and no flowers. I decided that they must be in a poor location and set about moving them to someplace more out-of-the way, where they would be safe and able to thrive. I started digging.

Imagine my surprise when I started pulling out bulb after bulb. Some were large; some quite small. I determined that the previous gardeners here must have dug a hole and simply dumped a bunch of bulbs in it and hoped for the best. (Well, that's what I would do. More bulbs means more flowers, right?) Glowing in my good fortune, I replanted the found bulbs as a border in the flower garden, with enough left over to be placed creatively throughout the empty spaces.

Figuring that the changing seasons would give my bulbs plenty of time to take root, I waited for spring to arrive and anticipated the beautiful flowers they would surely yield. Would they be pink, purple, yellow? Perhaps a

miniature or fancy variegated variety?

But, alas, I never found out. They never even sprouted, let alone bloomed.

I found out later that tulip bulbs reproduce. The ones you plant in the fall die after they are done blooming, leaving behind baby bulbs created in the late spring or early summer. For this reason, you should deadhead your tulips after they bloom, rather than cut the leaves off, and keep watering them. Deadheading the plants prevents the tulip from creating tulip seeds. Growing tulips from seeds is very difficult, even for a gardener with much more aptitude than myself. Deadheading also allows the plant to use photosynthesis in the creation of new baby bulbs. Each "parent" bulb will produce one to five baby bulbs. In this case, less is more – too many bulbs cause overcrowding and produce only leaves without flowers. So that's where all my tulip bulbs came from

As far as why they didn't sprout after I moved them, there are many possible explanations (a few of which have to do with my lack of gardening prowess). Perhaps in another year we'll be able to see what colors they are.

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A Cup Of Strychnine Can Be Nice

By Dr John Skoyles

Caffeine is molecularly similar to strychnine and acts upon the same neural receptors, which cause the latter's lethality. Oddly this makes them both, in low doses, stimulates. In the past, strychnine was taken to revise for exams, aid endurance in Olympic Marathons, and prescribed by a doctor as a tonic. It was the Victorian caffeine and high-energy tonic. That is not odd: strychnine and caffeine are similar molecules. They both block glycine receptors. The difference apart from strength (caffeine is much weaker) is that caffeine also blocks another group of receptors – those for adenosine. But similarity of its stimulant effects with strychnine suggests that its stimulant actions might also be due to its actions upon glycine receptors.

Strychnine was an ingredient of tonics such as Easton's tablets, Wampole's Preparation and Fellows's Syrup of Hypophosphites. As recently as 1981, Brent Smith found that 41 commercial products in the US were available for human consumption including proprietary analgesics, digestive aids, cold remedies, cathartics, tonics, vitamins, stimulants, and sedatives. One of the tonics taken by Hitler contained strychnine. As Ronald McGarry and Pamela McGarry note, "Another commonly prescribed medication, nux vomica (essence of bachelor button), contained strychnine, a highly toxic central nervous system stimulant. Given that 'the bitters' was prescribed for a multitude of ailments, one wonders how many cases of strychnine poisoning there were."

Research by the famous psychologist Karl Lashley in 1917 found it enhanced the training done by rats in mazes. Medical students used it as a pick me up while revising with occasional problems as one Leonard Sandall, recalled in 1896 in a letter to The Lancet:

Three years ago I was reading for an examination, and feeling run down I took 10 minims of strychnia solution (B.P.) with the same quantity of dilute phosphoric acid well diluted twice a day. On the second day of taking it, towards the evening, I felt tightness in the facial muscles and a peculiar

metallic taste in the mouth. There was great uneasiness and restlessness, and I felt a desire to walk about and do something rather than sit still and read. I lay on the bed and the calf muscles began to stiffen and jerk. My toes drew up under my feet, and as I moved or turned my head flashes of light kept darting across my eyes. I then knew something serious was developing, so I crawled off the bed and scrambled to a case in my room and got out (fortunately) the bromide of potassium and the chloral. I had no confidence or courage to weigh them, so I guessed the quantity—about 30 grams of bromide of potassium and 10 grams of chloral, put them in a tumbler with some water, and drank it off. My whole body was in a cold sweat, with anginous attacks in the precordial region, and a feeling of 'going off.' I did not call for medical aid, as I thought the symptoms declining. I felt better but my lower limbs were as cold as ice and the calf muscles kept tensing and jerking. There was no opisthotonos, only a slight stiffness at the back of the neck. Half an hour later as I could judge, I took the same quantity of bromide of potassium and chloral. A little time after I lost consciousness and fell into a profound sleep. I awoke in the morning with no unpleasant symptoms, no headache, etc but a desire to be on the move and a slight feeling of stiffness in the jaw. These worked off during the day.

The mention of bromide is interesting because in Agatha Christie's first novel, *The Mysterious Affair at Styles*, the poisoning happens by the addition of bromide to a normally safe strychnine containing medicine to precipitate to the bottom of a bottle where they get taken in a single, lethal dose. The medical student presumably took it to precipitate in the strychnine in his gut to stop further absorption.

It was one of the original performance enhancing sport's drugs. At the 1904 Olympic Marathon after 30 kilometers, the manager of US runner Thomas Hicks administered 1/60th grain (approximately 1 mg) of sulphate of strychnine and repeated this a few kilometers later when Hicks tried to lie down. He finished the race in first place and then collapsed.



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Newsletter Corrections

The February issue of this newsletter had two errors. You should have been able to find one, as Ben Franklin was incorrectly identified as a past President of the United States of America. You can list all the Presidents, right? Thank you Mark Glynn from Glynn Geotechnical Engineering in Lockport NY for pointing this out to the editor.

The other error would be next to impossible for you to find, unless of course your name was Marit Mitchell or you know her personally. She was incorrectly identified as a male. Sorry Marit!

Oh my!

We apologize!

So sorry!

Oops!

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Temporary Blindness

By Dan Lewis

Go to a mirror and look at either of your eyes. Then, while keeping your head still, look at the other one. As you do this, your gaze will change targets, as you are now looking at something different than before. But your eyes will not appear to move.

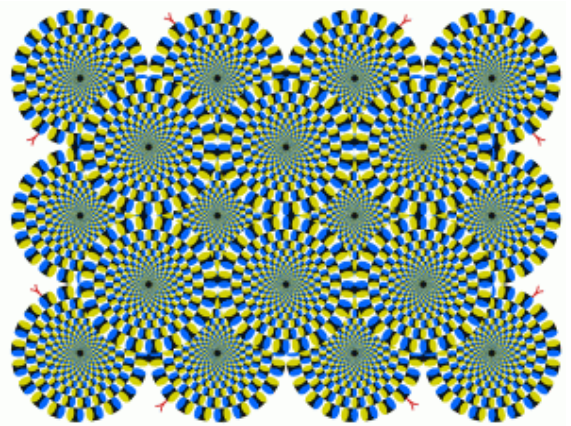
Now, go find a friend and repeat the experiment. Ask him or her to tell you if they see your eyes move as you glance from one eye to the other. Invariably, they will tell you that your eyes did indeed move - and obviously so. Switch roles and the illusion becomes obvious: your friend, staring into the mirror, is moving his or her eyes - but unlike the rest of the world, sees no movement.

What's going on here? Our brains are protecting themselves from the fuzzy, blurry imagery which we'd otherwise "see" as our eyes glance quickly from point to point. That movement - called a "saccade" (pronounced "sah-COD") - is simply too quick for our brains to deal with. So the brains, in effect, ignore what the eye sees, in a phenomenon called "saccadic masking." Instead of processing and recording the blurred image otherwise caused by the eye movement, the brain replaces that milliseconds-long moment with a still image of the second item your eyes look at. This image replacement aspect can create an eerie effect if one quickly darts his or her eyes at an analog clock, causing the clock's second hand to appear momentarily frozen in time (known as the "stopped clock effect"). It also is the reason why the image on this page seems to move - even though it is entirely static. (A larger version of the image, and more like it, can be found at <http://www.ritsumei.ac.jp/~akitaoka/index-e.html>.)

During these saccadic masking moments, we are, effectively, blind. According to some, these tiny moments of time lost down the memory hole add up to as much as 30-45 minutes a day - leaving us temporarily blind for roughly 2% of our lives.

Bonus fact: The eyes of most birds do not move. In order to keep their world from bouncing around as they walk, fly, or wobble, these birds have developed the ability keep their heads nearly perfectly still even if the rest of their bodies are in motion. Need proof? Watch a video (https://www.youtube.com/watch?v=_dPlkFPowCc) of a chicken keeping its head stationary, even while the narrator moves the chicken's body in multiple directions.

Dan Lewis is the director of New Media Communications for Sesame Workshop. Subscribe to his daily free email newsletter at NowIKnow.com and learn more incredible things.



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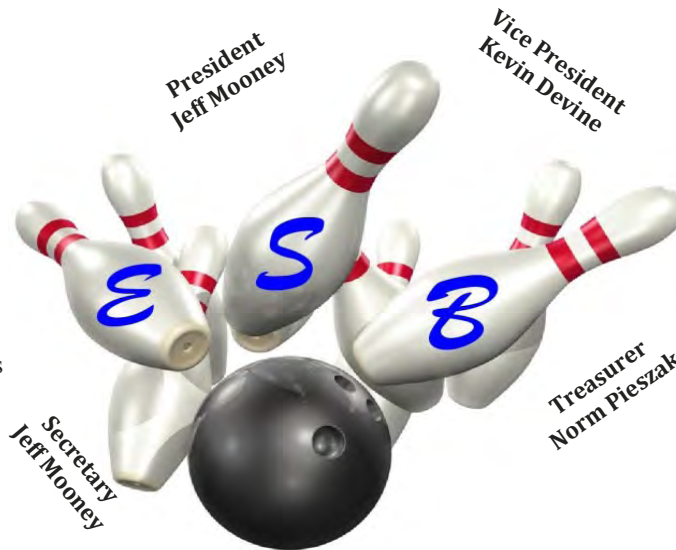
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What split is known as the "Greek Church"?

- A. 7-10 Split
- B. 6-7-10
- C. 4-6-7-9-10
- D. 5-10

A right handed bowler's ball actually contacts the 1, 3, 5, and 9 pins (or in some instances the 8 pin.) Left handers contact the 1, 2, 5, and 8 pins (or in some instances the 9 pin.) So theoretically, if you bowled a perfect game, you only hit 48 pins!

The "Greek Church" consists of the 4-6-7-9-10 for a right hander anyway.



St Patrick's Day Shoot

1. Denis Fountain	293
2. Paul Morrow	271
3. Mike Murphy	260
4. Todd Broady	256
5. Brian Olkowski	251
6. Julia Hay	249
7. Scott Sutherland	238
8. Jeff Mooney	236
9. Kevin Devine	234
10. Norm Pieszak	222
11. Tom Mann	220
12. Doug Cummings	220
13. Merrill Arthur	218
14. Ian Sutherland	215
15. Steven Deck	214
16. Rich Deck	212
17. Ed Kilgore	211
18. Scott Soos	210
19. Jim Franc	209
20. Raffle prize at banquet	

Team Standings Week 30

Won	Lost
1. OUTCASTS	152 118
2. K & K TREATS	151 119
3. TRANSMITTERS	147 123
4. CAD/CAMS	141 129
5. SPLIT HAPPENS	138 132
6. PINHEADS	134 136
7. ARCHER IMAGING	134 136
8. DEAD LOADS	132 138
9. PROTRACTORS	111 159
10. LOOSE CANNONS	110 160

Individual High Ave Female

Julia Hay	187.45
Deb Restall	136.25

Individual High Ave Male

Tom Mann	210.23
Paul Morrow	208.23
John Grembowicz	207.15
Brian Olkowski	202.34



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 - Inclusion in promotional emails (new this year)

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Please check one: ☐ Gold ☐ Silver ☐ Bronze \$ _____



National Train Day May 10, 2014 7am-330pm

The Empire State Passengers Association (ESPA) will be hosting the Buffalo-area 2014 National Train Day event, on Saturday, May 10 from 7:00am to 3:30pm at the Buffalo-Depew Amtrak Station.

ESPA volunteers will be distributing 2014 National Train Day materials, Amtrak travel brochures and rail advocacy information from the Empire State Passengers Association and the National Association of Railroad Passengers, in addition to answering questions and assisting travelers.

Light refreshments will be available.

What is the Empire State Passengers Association?

The Empire State Passengers Association (ESPA) works with government, business, railroad management, unions, consumer and other civic groups to bring fast, modern trains to New York State. Our goal is a comfortable, convenient transportation system with seamless connections between trains and rental cars, busses, ferries, airports and local transit.

Visit NationalTrainDay.com for more events!



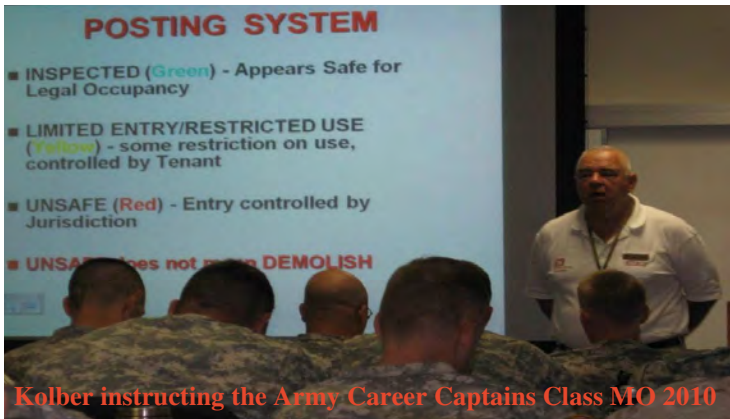
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Kolber instructing the Army Career Captains Class MO 2010



Kolber in Parish, LA Nov 2005



Chow and Kolber doing the Shaka shake Hawaii 2006

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